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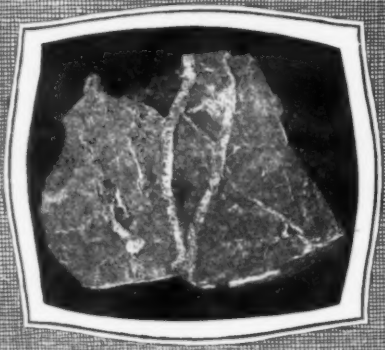
Vol. 8 NOVEMBER 1926 No. 5



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DEVOTED TO THE INTERESTS OF THE ASBESTOS AND MAGNESIA INDUSTRIES

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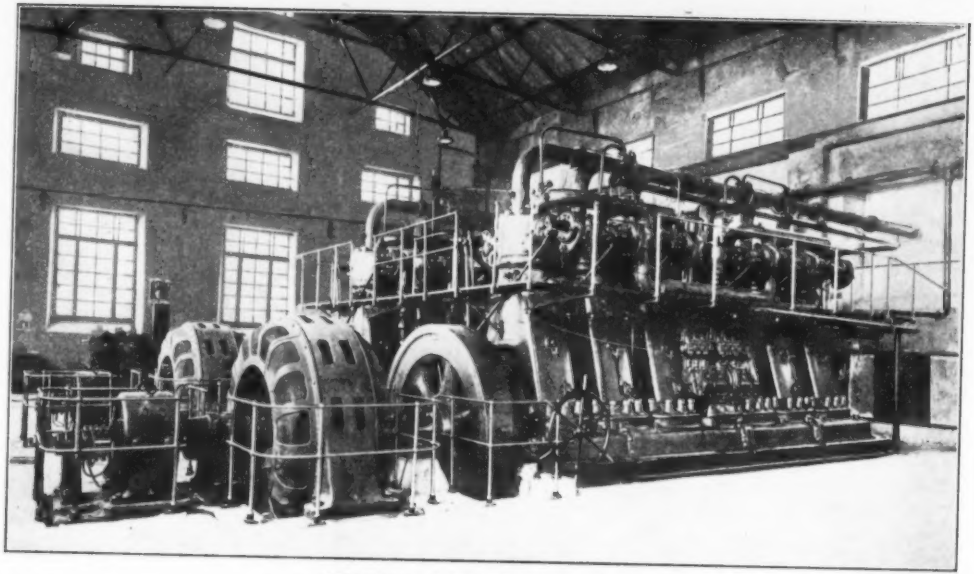

CYPRUS ASBESTOS COMPANY

Part of their new central Power Station. The complete installation in this Power House consists of five six-cylinder cold starting vertical engines, producing in the aggregate 2000 brake horse power. The photograph shows two of these units.

Engine Packings for High Pressure Steam Duty

By Benjamin Franklin Betts,
Associate Editor, The American Architect

III. Sheet Packings and Gaskets.

Compressed Sheet.

Sheet packings are made in both non-metallic and metallic styles.

Compressed sheet packings are made of asbestos fibre and a binder of heat resisting rubber compound bonded under extreme high pressure into strong, pliable sheets of high tensile strength. High grade sheet packings can be used on machines under superheated or saturated steam, air, gas, ammonia and many chemical solutions. They are made in sheets 1/64, 1/32, 1/8, 3/16 and 1/4 inches thick. Standard sizes vary with the manufacturer. They are usually made 40 x 40 inches, 49 x 49 inches, 50 x 50 inches, 40 x 120 inches, 49 x 149 inches or in rolls of 125 pounds or 250 pounds for the 40 inch wide style. Sheet packings may be had graphited on one or both sides. Graphiting prevents the sheet from "freezing" or sticking to the metal flange joint and enables the joint to be easily broken.

The United States government specification 96a*, September 15, 1925, for Compressed Asbestos Sheet Packing, requires two grades—A and B. Grade A is used for "steam joints under a maximum pressure of 350 lbs. per square inch and a maximum temperature of 700° F. and for joints of internal combustion engines". Grade B is for the same uses but for a pressure of 300 lbs. per square inch and temperatures of 600° F.

This specification requires the packing to be made of

* Complete specifications for asbestos high pressure packings can be obtained from the Federal Specifications Board, Bureau of Standards, Washington, D. C. Navy specifications are obtainable from the Navy Department, Bureau of Supplies and Accounts, and War Department, Q. M. Corps, Washington.

"asbestos fibre, treated with a rubber compound and fitted into a sheet of compact and uniform texture and smooth surfaces. The finished packing shall be free from gasoline or other solvents used in the process of manufacture." Sheets are tested for tensile strength and hardness The materials and mix are subject to analysis.

Woven Sheet Packing.

Sheet packing of treated asbestos cloth woven from brass wire inserted asbestos yarn is also available. It is used primarily for narrow flange gaskets on high pressure work and elsewhere or wherever numerous bolt holes tend to weaken the packing. Wire insertion asbestos sheet packing is commonly made in thicknesses of 1/32, 1/16 and 1/8 inches, and widths of 40 inches and 48 inches. Standard rolls weigh about 250 pounds for the 40 in. width. Except for the wire insertion this sheet is the same as the plain asbestos sheet.

The United States Government requirements for asbestos metallic cloth sheet packing as stated in the Federal Specifications Board, Specification No. 94a of September 15, 1925, are in part as follows:

a. Cloth shall be woven from yarn containing not less than 90 per cent by weight, long fibre asbestos of not less than 12 per cent by weight water of composition.
b. The weave of the cloth shall consist of not less than 20 strands in the warp and 10 strands in the filler, per linear inch.
c. Cloth 1/32 in. thick, each strand one ply asbestos yarn, intertwisted or spun about a brass or copper wire.
d. Cloth 1/16 in. thick, each strand two plies of asbestos yarn, intertwisted or spun about a brass or copper wire.
e. Brass or copper wire shall be 0.008 inch in diameter, plus or minus 0.001 inch.
f. Cloth treated with a high grade heat resisting rubber compound not to exceed 50 per cent by weight of the finished packing.
g. Packing shall show no sign of softening, crack-

Carey

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Waterproofing
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Roof Paints
Asbestos Roof Cements
Asphalt Pitch

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ing, material hardening or disintegration of the rubber compound when bolted between iron plates and subjected to the action of saturated steam at 275 lbs. per square inch for a total of 24 hours.

h. Packing specified is suitable for steam pressure of 300 pounds per square inch and a temperature of 700° F.

Gaskets.

Gaskets are made of asbestos sheet packing plain or metallic. Various shaped gaskets are shown in Fig. 13. Gaskets are used to make tight the joints between plates and flanges of mud-drums, pipe-flanges, manholes, etc.

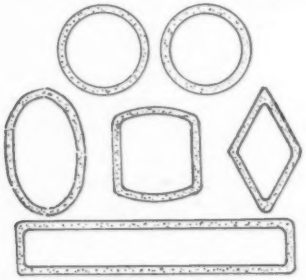

Fig. 13

United States government specification 97a calls for two types of asbestos metallic cloth gaskets—a, Seamless, and b, Jointed. The specification for the material is the same as that for asbestos metallic sheet packing specification 94a.

The detail requirements for type A are that it shall be composed of an integral piece of fabric in which the filler threads run continuously around the gasket while the warp thread runs transversely. The fabric shall be folded on itself to form the required thickness with the jointless fold forming the edge of the gasket exposed to the steam.

Type B., Jointed Gaskets, are made with the cloth cut on the bias and folded into the required shape and thickness after the ends have been cemented together.

Johns-Manville

INCORPORATED

■

The fold forms the edge of the gasket which is exposed to the steam.

Government specification No. 93 is for asbestos copper gaskets, corrugated. The copper disks are required to be at least 0.018 inches thick and to contain not less than 99.5 per cent copper, and to be annealed before and after pressing or rolling. All corrugations must be completely filled with twisted or braided 90 per cent long fibre asbestos.

Application.

The improper application of packings is often responsible for the condemning of the particular type or kind of packing used. Proper installation is of equal importance to proper selection. Installation is a factor largely if not entirely beyond the manufacturer's control.

A diagramatic drawing of a typical rod stuffing box and packing is given by Fig. 14. The stuffing box should always be clean when the packing is applied. As each ring is placed in the box, it should be seated and tamped

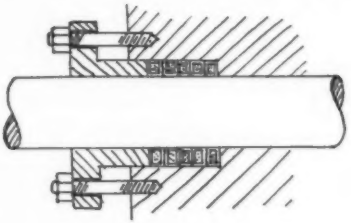

Fig. 14

into place. After filling the stuffing box, the gland should be tightened up to assure proper seating of the packing. The bolts should be tightened with the wrench and then slackened off and retightened by hand, finishing with a quarter turn using the wrench to lock the gland.

While the gland may need tightening when the engine is cold, it should be slackened off when the engine is running, to allow for expansion of the packing. Many packings have been ruined by having the gland screwed down too tight, thus preventing expansion of the packing under high temperature. Care in proper adjustment of

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the gland nuts will lengthen the life of the packing. Proper lubrication of the rod eliminates friction to a very large extent and will both add to the life of the packing and prevent scoring the rod.

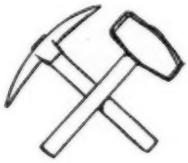
When packing rings are used they should be cut scant in size when first fitted to allow for expansion. Each ring should be placed separately and driven home with a packing stick. Care should be taken to stagger each ring. The same care should be used with ring packing as respects tightening up and slackening off as with any other type of packing. When a gland blows, there is a temptation to tighten up, whereas the gland probably needs to be slackened off to permit expansion of the packing. Glands that are too tight not only shorten the life of the packing by not allowing for expansion but also heat up the rod.

Flanges should be absolutely clean when applying gaskets. Great care is required in cutting gaskets and applying them. They should be accurately laid out and centered on the flange so that no portion of the gaskets project beyond the flange on the inside. It is equally important, and many engineers claim more so, to make sure that the flanges are made evenly tight all around. Unevenness in this respect produces uneven pressure on the gaskets and shortens their life.

One packing should not be expected to serve all purposes. Every case or condition is more or less individual. Because one packing works well in one place on the engine, it does not necessarily follow that good results will be had on other rods or joints.

If the job is under high pressure steam, use a high pressure steam packing. If it is hydraulic pressure which must be taken into account use a hydraulic packing. Or, if it is ammonia, gas or oil, select a packing designed to resist the action of these as well as possessing the required strength to withstand pressure. This is perhaps of less importance however, than the action of steam, temperature, chemicals or gas. Having selected the right style and material, see that it is properly applied.

ARIZONA



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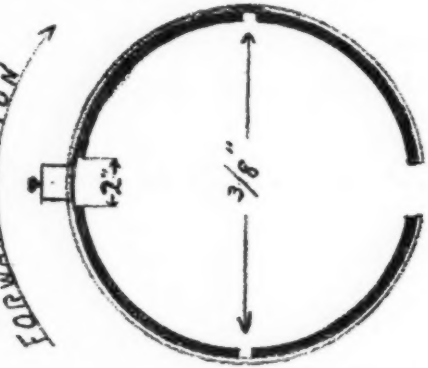
Theory and Function of the Automobile Brake

By Edward J. Pope

IV. The External Contracting Band Brake.

Function and Application.

In connection with the external contracting band brake, such as used on many standard makes of pleasure cars and light trucks, experiments have proven that the best way to apply brake linings is by having approximately 2 in. cut out at anchor end and 3/8 in. slots at dead center top and bottom of band; see sketch as follows:



In adjustment of above type brake, best results are obtained by starting at anchor adjustment to approximately 1/64th clearance; (*Note*, care must be taken in having a 1/64 clearance when other than a very dense or uniform brake lining is used, in that a loosely woven or inferior lining will expand or swell under heat, moisture and climatic conditions, resulting in brakes binding if allowance is not made for expansion).

Then be sure that bottom end of band comes in con-

tact with drum (when brakes are applied) before top end of band (*Note*, this applies where open end of brake band faces toward front of the motor vehicle, which is generally standard, except in some instances where open end of brake bands face toward the rear, in which case adjustment should be reverse), because when band brakes are applied there is a self-energizing wrapping effect set up, and if top end of band comes in contact before the bottom a great percentage of brake efficiency is lost, with result of no means of judging distance, control, excessive wear factor on the ends of the band, and many other troubles that may be attributed to poor adjustment.

In the late models of some passenger cars, there is a new type of internal expanding brake, and suggest that this type be handled the same as the standard external contracting band brake. (This does not apply to the internal expanding shoe type of brake which is in segments).

Theory and Application.

In answer to the natural questions which would be asked in making the above suggestion, reply as follows: On contracting band brakes, if the brake lining is put on in one piece—First, liable to be direct cause of setting up localized braking, resulting in squeaking and brakes not holding properly especially in wet weather.

Second, resulting in more pedal pressure being necessary, for the fact that the band is (naturally) flexible, and the lining being riveted to the band in one piece, has a tendency to make it more rigid. Therefore the lining applied and finished in segments as shown in sketch, gives the band as a whole more resiliency, resulting in less pedal pressure being required to make brakes function properly. Third—the foregoing methods of segmenting will help a great deal in eliminating general localized braking slipping in wet weather; also the three openings create air channels to help cool brake drums, and in event of brakes having a tendency to pick up ordinary grit of the road, when it comes to one of these openings it will be disposed of.

MARKET CONDITIONS

General Business. The general conditions obtaining in business are, perhaps, briefly summed up by saying that almost all factors point to continued good business, but individual businesses, and individual firms, do not claim any unusual prosperity.

Most of the men with whom we have talked, in a wide range of markets, describe business as spotty, given to high peaks and low valleys. A week or two of exceptionally good business is followed by an equal or longer period of very poor demand.

Asbestos. In our own industry, we find fair conditions prevailing. Raw material shows good volume. To quote Mr. E. J. Wilson: "Nearly all of the Canadian mines are running to full capacity and the production of asbestos continues to be very large. The demand of all grades except paper stock is well maintained. Prices on all grades remain the same and there is no reason to expect any change in prices for some time to come.

In the manufactured end:

Paper shows good demand, prices have tendency to firmness.

Insulation, low pressure, demand satisfactory; prices neither good nor stable.

High Pressure Insulation—good demand, with firm prices.

Textiles show good volume, particularly in the automotive division, with prices slightly firmer.

BrakeLinings-market is seasonable but slightly improved

Shingles—usual season slackening in demand; competition very keen, as has been the case for some months, with no sign of improvement.

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FACT AND FANCY

The man too busy to read his trade paper is like
The man who is too busy chopping wood to sharpen his axe.

Pros and Cons for the Asbestos House.

Discussion has arisen in the Town Council of Durban, South Africa as to the suitability of the asbestos house vs. brick, for use in the town of Durban.

Arguments pro and con are summed up in the final opinion that the asbestos house would prove both suitable and economical in the country or seaside districts where transport is difficult and expensive and skilled artisans unobtainable, except at very high rates, but in Durban, where transport and labor are normal, the asbestos house is not recommended except under exceptional circumstances.

The asbestos house under discussion consists of a wooden frame with asbestos sheets on both sides and a corrugated asbestos roof. Because of the air space between the inner and outer walls, the house is really insulated against the heat, but the Council calls attention to the fact that the space which serves so well for insulation, is also likely to house rats, dust and vermin.

The life of the asbestos house is estimated at 20 years, against 40 years for brick, and the cost is said to be about three quarters that of brick. Another objection to the asbestos house suggested by the Durban officials is the fact that the walls are easily damaged as there is no solid backing to the asbestos sheeting.

However this may be, Asbestos houses of the portable type are becoming very popular in some parts of the world, one American firm doing a large business in them.

Another form of Asbestos house is mentioned in a recent issue of the Iron Trade Review, published in Cleveland. This is the cylindrical house, made in Leipzig, Ger-

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many. It has walls of Asbestos Cement (asbestos lumber we assume), the framework being of steel, and contains two floors and an attic. There are six rooms, exclusive of the attic. After the foundation has been completed, the steel frame, it is claimed, can be erected in four days by a few workmen, and the rest of the construction is very rapid. These houses are also portable, being built in series at the factory and delivered ready for assembling. The price of this cylindrical house is estimated to be between five and six thousand dollars, altho it is probable the cost can be reduced by quantity production.

The West vs. the East in Insulation.

The installation of 85% Magnesia in the new Washington State Capitol Building is just being completed by the Asbestos Covering & Supply Company of Seattle. This is a $25,000 job and is of particular interest because double standard Magnesia *sewed* was used, an unusual quality of work for that section.

The Asbestos Covering & Supply Company tells us that practically all insulation work in their vicinity is aircell, or at best standard thick magnesia *pasted* instead of sewed; in fact practically the only other place where a similar quality of work has been used since the war was on the three Navy Scout Cruisers built at Tacoma several years ago.

It appears that this quality of work is used only when Eastern architects or engineers have charge of the work.

The Test.

It is curious, but true, that a man, any man, generally thinks the industry of which he is a part, is the worst in the world, has the worst competitive conditions, makes the least money, has the most trying circumstances to meet and obstacles to overcome. Only another case, of course, of "Any old job looks better to me than mine."

Even worse is the attitude, taken by many members of most industries, that their competitors are unscrupulous, crooked, shady, dishonorable. We do not for a moment mean that he accuses any particular man in the Industry of these crimes; he merely unconsciously vis-

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ualizes his competitors *as a whole* as unscrupulous, and all the rest of it.

The Asbestos Industry is no exception to this general pessimistic attitude.

It is true that competition is very keen in the Industry, particularly in certain of its divisions, but really, just because competition is keen, just because someone else cuts your price once in a while (while, of course, *you* never cut anyone else's price) just because someone else gets a bit of business you have been trying for—is that any reason to believe that crooked methods prevail?

You may take it as a good rule, that your own true attitude is the general attitude of the Industry. Are *you* crooked, shady, dishonorable? Certainly not! Then why should your competitors be?

Are *you* an upright, honorable, straightforward fellow, doing business in a cleancut way? Of course you are, and, most likely, so are your competitors.

Why should you take it for granted that everyone in the industry is on a lower level than yourself? How did *you* get on the heights, while the rest stayed on the lower levels?

Why, in short, should you distrust everyone in the Industry but yourself?

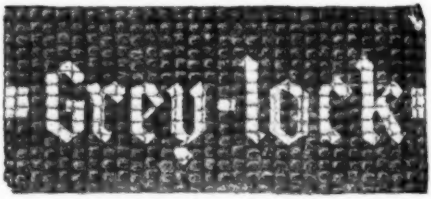
When you find yourself distrusting anyone, turn around squarely to yourself and ask "What would I have done under the circumstances?" Of course if you would have done the dishonorable thing, it is probable that your competitor did—which places both of you on the same plane and you have no kick coming.

If you are honest with yourself, however, you will find in most cases that what you call right and honest and honorable when applied to *yourself*, becomes questionable when done by your competitor. Why measure your competitor by a different yardstick than yourself?

Of course the answer is that it's human nature, and what we call psychological conditions, has a large part to play. But let's put psychology to work in the opposite direction, that is:

Think of your competitor as the same sort of honest, straightforward, honorable man as you are yourself—

after all he is in ninety-nine cases out of a hundred, and you will find that the basis of your distrust is mostly chimerical in character and will entirely disappear when you really try to analyze it.



A New Brake Lining Development[1]

The placing on the market of a new brake lining by a firm which has manufactured this article for many years, arouses some curiosity, and we asked the manufacturers to tell us the special advantages of this new lining.

Probably the most outstanding feature of this new lining is its absolutely smooth surface, which insures uniformity of braking efficiency from the time the lining is first installed. The impregnating material penetrates the fibres very quickly, does not collect on the surface of the fabric and therefore will not glaze over.

Another outstanding peculiarity of Grey-Lock Brake Lining is that the impregnating material allows the brake lining to be shipped in a pliable state, it being readily bent to the curve of the brake band; yet under the heat of friction it gradually hardens until it becomes an almost solid, homogeneous mass with a splendid gripping surface.

Grey-Lock is manufactured by the United States Asbestos Company of Manheim, Pa.

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1. Developments in any line of Asbestos manufacture should be reported to "ASBESTOS" promptly. Our readers are always interested in knowing of new products; a little publicity never harms any product, and is particularly valuable in the case of a new one.

Progress in Developing Amphibole

Asbestos in four different grades, viz: Nos. 1, 2, 3 and 4, is now being actively produced and sold at the Hollywood Asbestos Mines, Hollywood, Ga., much progress having been made in the last year in the grading and fiberizing of this material. A fifth grade, No. 5, is really a prepared cement (No. 4 mixed with a binder).

No. 1 Hollywood is used largely in plaster and stucco as a finishing coat. No. 2 is used in plaster as a coarse coat, but its particular and largest use is in flooring. No. 3 is sold principally for use in the making of electrical goods, while No. 4 is used in cement.

The discolored fibres, which are of a deep yellow or ochre hue, are much in demand for use in stucco or plaster, especially since bright color effects are being used so extensively for the plastering of the modern house.

The installation of some new machinery now gives a very clean fibre, and the standardizing of the grades is another step in the right direction. It is now possible to supply satisfactory short fibres for practically every use, and no pains are spared to satisfy the customer's requirements.

The plant at Hollywood for the crushing, fiberizing and grading of the fibre is most up-to-date. Practically every operation is done automatically. The ore is brought from the quarries by gravity and dumped into the primary crusher; from there it goes to ore bins by elevator, thence to the secondary crusher by gravity. Here the material is separated, the fibre going to the fibre collectors by exhaust fans, the reduced ore by elevator to the fiberizer, and the sand by gravity to storage bins. From the fiberizer the fibres go by elevator to the screens (3 sets of them), thence to the sackers. Hand labor therefore is practically eliminated.

Mr. Abb Landis ,who is now sole owner of the Hollywood deposit and plant, called at our office a few days ago and expressed himself as being much pleased with

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Textile Specialties

Asbestos
Yarns, Roving
Cord and Cloth

Manufactured from the raw materials by

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the progress being made both in the production and milling processes as well as in sales.

While Hollywood, as everyone knows, is of the Amphibole variety, it is quite fibrous and moreover it is found to possess some qualities which for certain purposes make it preferable to chrysotile. Hollywood Asbestos is extremely resistant to acids, in fact it yields to hydrofluoric acid only after a prolonged bath, while chrysotile breaks down, when subjected to this acid, in two or three hours.

Another of its peculiar qualities is that of non-absorption. It absorbs very little moisture and is therefore especially immune to changes in temperature, thus helping to prevent ordinary checking, or cracking when mixed with plaster and stucco. This non-absorbent quality is also found desirable for certain other purposes altho the same quality makes it undesirable for some uses where chrysotile is found in service.

Amphibole is slowly but surely coming into its own, due principally to the patient persistence of its followers in searching out its peculiar merits and the uses where those merits will prove of value. *Adv.*

Do you desire representation in New England? I have had ten years' experience in various phases of the asbestos industry. Address 115-B, "ASBESTOS".

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Standardizing Asbestos Paper

One of the most important steps taken in recent years by a Government Department, has been the work on simplification and standardization carried on, under Secretary Herbert Hoover, by the Department of Commerce.

The Asbestos Paper Manufacturers Association was one of the Trade Associations called into conference when this work was started, and J. M. Weaver of the Keasbey & Mattison Company was appointed by Secretary Hoover to act as representative of the Manufacturers in conferences to consider standardization in this Industry.

Mr. Weaver, being asked to outline for the readers of "ASBESTOS," the results of the work started in 1923, said:

"After a survey of the field and conferences of representatives of the various groups of consumers, government departments, manufacturers, etc., it was agreed to eliminate seven sizes of asbestos paper in rolls, and to standardize five weights of asbestos paper, making a reduction of three weights. In Millboard only one size, 42 in. x 48 in., was adopted as standard, and a reduction from seven to four thicknesses was made.

"The effort on the part of the conference should not be misunderstood. It was not expected that the sizes mentioned as standard would be the only ones made. When a special size is required it can be manufactured to supply a particular demand, but it is not carried in stock as standard material. The resulting economies in manufacture and distribution are self evident.

"The policy of the Bureau of Standards of the Department of Commerce has been to invite the co-operation of all interested groups in the establishment of standard sizes. In order that it may be sufficiently flexible to take care of changing conditions, however, provision is made for a resurvey of standards adopted and some very interesting information has been developed by a survey recently made. A careful consideration of statistics of production and sales in various sizes has developed the fact

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Headquarters for Yarns, Cloth, Tapes, Fibres, Brake Linings and Textiles Generally

WRITE FOR PRESENT PRICES

that a surprisingly uniform adherence to the standard has resulted. A heavy demand for 12 pound paper, which could not be met by the 10 pound or 14 pound sizes was evident. It seems desirable, therefore, to recommend the restoration of the 12 pound size. In addition to this the demand for 50 pound rolls seems to be confined almost entirely to 18 in. widths. The 18 in. width roll is not a stock size, however, but in consideration of the demand for it I believe it should be made standard and the 36 in. width 50 pound roll eliminated as standard. The 1/16 in. and 1/8 in. sizes are rarely needed in 50 pound rolls and a saving seems to be possible here by the elimination of these as standard sizes except in 36 in widths and 100 pound rolls.

"Perhaps the most interesting development in our standardization work has been in the Asbestos Millboard situation. Prior to the adoption of these standards a survey indicated that only 30% of the millboard sold was in the standard size, 42 in. x 48 in., 16.7% was in 40 in x 40 in. corresponding with the size common in European countries, and 53% occurred in other cut sizes.

"Excessive waste occurred in the supplying of these odd sizes since it was necessary to manufacture the standard size 42 in. x 48 in. and then cut the material to size. In the cutting process a great deal of waste was developed, much of which could be used by the buyers, if they did the cutting themselves, but which was useless to the manufacturers except as scrap. The recent survey has developed the fact that at the present time instead of 30%, the amount of material sold in the standard size has increased to 57.6% while the amount in the 40 in. x 40 in. size has decreased from 16.7% to 5.7%, while other cut sizes have decreased from 53% to 36.5%.

"Altogether it would seem that the time and effort devoted to this standardization work has been well worth while."

JOHN DANIELL
Mining Engineer and Geologist
Examinations and Reports on Asbestos and Magnesite Mines
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CANADA

ASBESTOS

This page devoted each month to the discussion of brake lining activities by O. B. Towne, Commissioner of the Asbestos Brake Lining Association

There seems to be a great deal of activity among inventors to produce the ideal brake testing machine. Four have been produced this past year, all of them aiming toward brake testing inside of the service station. The demand for something of this kind has come as the result of the brake testing campaigns fostered and prompted by the Asbestos Brake Lining Association.

The brake testing campaigns this year, conducted in the open, as formerly, by local Safety Council officials, Chambers of Commerce and Automobile Clubs, have developed a very peculiar attitude on the part of the motor public. Motorists object to being stopped in their highway travel by a private citizen or police official to have their brakes tested. It seems to grate on the nerves of the individual motorist and attracts attention to him which apparently he doesn't relish. Therefore, there has been a constant demand on the part of the traveling public that these brake testing campaigns be changed.

This attitude on the part of the general public and the increasing difficulty in getting the motorist to come around to these brake tests voluntarily, have led to definite results. One is that the matter of brake efficiency on every car be made a police requirement. The second, that the methods of testing brakes be put on a scientific basis and the necessary mechanical equipment provided for inside brake tests.

Consequently, the whole brake testing movement is going thru a decided change for the better.

The Hoover conference which held its national meeting in Washington last spring, has resulted in preparations being made for the introduction of bills in twenty-five to thirty state legislatures this coming year, making brake efficiency and headlight efficiency a matter of legal requirement. This activity will result in a number of states adopting laws. It is hoped that all of them will adopt such laws at an early date, but possibly that is asking too much at this early stage in brake testing work. However, the legal requirement will result naturally in the expanding of the ordinary service station so that brakes, headlights and everything else may be tested inside of a garage where all necessary repairs can be made, which consequently will mean new business and more business for the local service station.

The Commissioner attended the National Safety Council

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convention at Detroit, the last week in October, particularly the sessions having to do with safety and highway travel. One of the principal points emphasized at the convention was the growth of safety schools for automobile drivers. One of these schools was conducted in Newark, N. J., during October, and was a tremendous success. Dr. F. C. Stanley of the Raybestos Company, and Chairman of the Technical Committee of the Asbestos Brake Lining Association, gave a lecture on Brake Mechanism, Brake Efficiency and Brake Use. His address was very instructive and exceptionally interesting and was one of the features emphasized during the discussion of the safety school for automible drivers.

The next meeting of the Asbestos Brake Lining Association will be held December 1st in New York.

Much experimentation work is being conducted to increase the efficiency of the brakes used on heavy buses and trucks.

Automobile Production

The production of automobiles in the United States and Canada during September totalled 414,058, consisting of 362,961 passenger cars and 51,097 trucks.

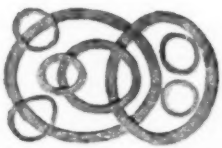
The above as compared with a production of 334,709 motor vehicles in September 1925, which consisted of 274,227 passenger cars and 60,482 trucks.

Also compared with 440,837 produced in August 1926, which consisted of 393,115 passenger cars and 47,722 trucks.

Building Statistics

Statistics covering 37 Eastern States, (practically 91% of the total construction of the United States) show quite a decrease in September over August. During August contracts were awarded for 14,645 projects with a total floor space of 76,909,000 square feet, valued at $600,808,000; while during September contracts were awarded for 14,702 projects, with a total floor space of 74,473,600, valued at $562,371,400.

Decreases are noted in every classification with the exception of commercial buildings and religious buildings where slight increases were shown. Residential buildings were contracted for in August to a total of 9,758 projects (14,510 buildings) with a total floor space of 42,066,500, valued at $223,292,100; while in September contracts were awarded for residential buildings covering 14,702 projects, (14,853 buildings) with a total floor space of 41,640,400, valued at $225,516,300.



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CONTRACTORS AND DISTRIBUTORS PAGE

One of our readers, a contractor, suggests that the following article is apropos, considering the better feeling existing in the industry.

YOUR COMPETITOR

By Dr. Frank Crane

Your Competitor is not necessarily your enemy. He can be your friend.

A common mistake is that there is just so much business to be had, and that the rival cuts your trade in half.

That is not true. As a rule the more tradesmen the more trade. A good, lively competitor will increase your custom.

Two first-class groceries in a block are better for both than a monoply would be for either.

The place for a young lawyer to hang out his shingle is not a town where there are no lawyers, but a town where there are many and good ones.

"Where the carrion is, there the eagles are gathered together." And where no eagles hover there is slim picking.

If you are a young graduate from a medical school, don't go to some forsaken neighborhood where there are no doctors; go where physicians flourish.

Competition does not kill trade. It builds trade, makes new trade, stimulates trade.

No man can get all the business possible in any community. His personality attracts some, repels others. There's always a lot of business for somebody else.

Don't shy from your competitor. Don't assume he's your foe. Get acquainted with him. You may learn something.

Don't knock your competitor. Don't encourage busybodies who bring you tales of him. Be a good sport. Play the game. Keep your margin of profit fair. Cutting prices is cutting the throat of success.

If your competitor lies about you, or uses underhand means to harm you, never mind. You go on and be on the level and look pleasant. Straight business wins out in the long run.

There's business enough for you both. Go after it.

Your competitor will do you a deal of good. He will make you energetic, careful, more attentive to affairs and altogether he will bring money to your pocket if you use him right.

It makes no difference how big your feet are if they are pointing in the right direction and on the move.

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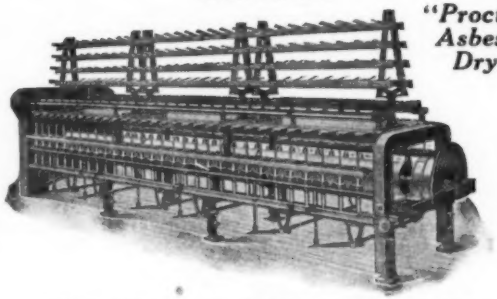
"Proctor" Asbestos Dryers



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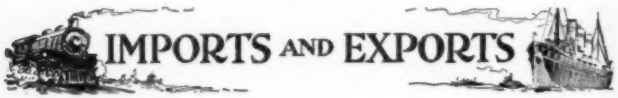

Imports into U. S. A.

Unmanufactured Asbestos:

	August 1925 Tons (2240 lbs.)	Value	August 1926 Tons (2240 lbs.	Value
Canada	17,110	$587,731	15,915	$541,456
Br. S. Africa	25	5,206	147	27,233
Port. E. Africa	268	53,527	178	25,683
Germany	...	...	22	4,977
Italy	...	...	1	162
Netherlands	...	...	25	1,050
United Kingdom	21	4,338	501	34,713
	17,424	$650,802	16,789	$635,274

The Canadian material imported during August 1926 consisted of 493 tons of Crude, valued at $128,608; 5,273 tons of Mill Fibre valued at $262,230, and 10,149 tons of lower grades, valued at $150,618; that from the Africas consisted of 221 tons of Crude, valued at $48,543, and 104 tons of Mill Fibre valued at $4,373. The material from Germany and Italy was all Crude, that from Netherlands was Mill Fibre, and that from the United Kingdom was 120 tons of Crude, valued at $27,735 and 45 tons of Mill Fibre, valued at $1,488, and 336 tons of lower grades, valued at $5,490.

Manufactured Asbestos:

	August 1925 Pounds	Value	August 1926 Pounds	Value
Yarn—				
United Kingdom	...	...	33,877	$10,217
Fabrics, Woven—				
Canada	51	$ 59	...	...
Germany	...	...	969	563
United Kingdom	5,390	2,959	5,682	2,601
Packing, Fabric—				
United Kingdom	430	229	16,245	3,397
Packing, Not Fabric—				
Austria	...	...	14,428	2,841
Canada	10	11	410	63
Switzerland	...	...	1,953	476
United Kingdom	...	...	117	58

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Paper and Millboard—None.

Shingles, Slate, Wood, Lumber—				
Belgium	1,988,598	44,447	4,381,428	62,453
Canada	33,120	1,219	37,680	1,702
Germany	...	...	51,717	2,718
Italy	92,085	1,027	59,990	1,180
Netherlands	1,003,831	17,156	243,154	4,395
United Kingdom	8,455	349	...	...
	3,126,089	$64,198	4,773,969	$72,448
Asbestos Cement—				
Belgium	...	...	73,500	$ 2,204
United Kingdom	276	159	...	...
Other Manufactures—				
Belgium	867	71	...	...
Germany	10,254	1,209	...	...
Italy	60	144	...	...
Netherlands	594	124	220	20
United Kingdom	8,377	3,237	6,178	4,224
Canada	2	2	1,355	121
	20,154	4,787	7,753	4,365
	3,152,400	$72,402	4,928,903	$99,23.

Exports from U. S. A.

Exports of unmanufactured asbestos during August 1926 amounted to 36 tons, valued at $5,752, as compared with 257 tons, valued at $14,387 during August 1925.

Exports of manufactured asbestos goods:

	August 1925		August 1926	
	Pounds	Value	Pounds	Value
Paper, Mlbd. & Rlbd.	128,837	$11,540	103,209	$10,929
Pipe Covg. & Cement.	566,939	31,103	319,240	19,892
Textiles, Yarn & Pkg.	168,112	104,570	155,835	82,336
Brake & Clutch Lin'g.	128,672	96,099	117,160	79,443
Magnesia & Mfrs. of.	466,238	36,075	740,911	26,527
Asbestos Roofing	7,474 sqs.	62,055	19,364 sqs.	54,632
Other Manufactures.	110,414	20,740	119,707	19,229

Imports and Exports by England.

Imports of Raw Material:

	August 1925		August 1926	
	Tons (2240 lbs.)	Value	Tons (2240 lbs.)	Value
From Rhodesia	999	£31,607	714	£21,553
From Canada	662	10,147	277	3,340
From Other Countries	899	27,007	434	8,656
Total Imports	2,560	£68,761	1,425	£33,549
Re-Exports	308	10,133	202	8,061

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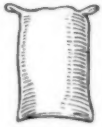

STANDARD

SHORTS

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Exports of Manufactured Asbestos Goods:				
To Netherlands	32	4,145	35	5,188
To France	57	11,711	57	7,215
To U. S. A.	16	2,399	20	4,010
To Br. India	217	7,359	361	10,166
To Australia	44	5,721	27	6,019
Other Countries	1,140	50,988	1,517	64,179
Total	1,506	£82,323	2,017	£96,777

Exports of Raw Asbestos From Canada.

Note: Figures given in the October number were erroneously marked "July", and were really the figures for "June", also they were marked "pounds" instead of "tons".

	July 1925		July 1926	
	Tons (2000 lbs)	Value	Tons (2000 lbs)	Value
United Kingdom	525	$ 48,101	696	$ 52,700
United States	9,390	451,401	9,377	508,916
Australia	100	6,460	85	6,450
Belgium	520	33,200	795	56,100
France	1,065	92,200	915	67,825
Germany	1,360	84,424	1,205	91,135
Italy	734	63,365	...	...
Japan	380	20,619	25	1,125
Netherlands	418	41,775	122	12,335
Spain	80	4,800	...	...
Total	14,572	$846,345	13,220	$796,586
Sand and Waste—				
United Kingdom	121	2,262	60	1,200
United States	8,565	105,266	10,262	157,494
France	30	480	...	...
Germany	30	450	270	5,250
Italy	30	600	...	...
Netherlands	210	3,840	...	...
Total	8,986	112,898	10,592	163,944
Grand Total	*23,558*	*$959,243*	*23,812*	*$960,530*

Domestic producers of Magnesite have applied for a fifty per cent increase in the rate of duty on Magnesite entering the United States from foreign countries.

Foreign magnesite, so says the Engineering and Mining Journal, at present is competing successfully as far west as Cincinnati, and naturally, as production is reduced, the unit cost of production rises.

At the present time more than half the caustic magnesite being used in the United States is imported from other countries.

ASBESTOS

Rhodesia[1]

Bulawayo District—

	July (2,000 lbs.) Tons	1926 Value
Nil Deperandum and Sphinx (Afr. Asb. Min. Co., Ltd.)	619	£10,165
Pangani (J. S. Hancock)	30	365
Shabanie (Rho. & Gen. Asb. Corp. Ltd.)	923	18,443
	1,572	£28,973
Less Adjustments, Nil Desperandum April 1925/March 1926 £2,000 Pangani, March/May 1926 £276		2,276
		£26,697
Lomagundi District—		
Ethel (Union & Rho. Tr. Ltd.)	40½	1,013
Victoria District—		
Gath's (R. & Gen. Asb. Corp. Ltd.)	1,142	22,848
King (R. & Gen. Asb. Corp. Ltd.)	356½	6,828
	3,111	£57,386
For July 1925	3,340	£80,979

The 31st Annual Report of the Rhodesia Chamber of Mines gives a table covering production of Asbestos in Rhodesia for the years 1907 to 1925[2] inclusive:

	Tons	£		Tons	£
1907	...	...	1918	8,574	158,684
1908	55	552	1919	9,799	425,240
1909	272	2,722	1920	18,823	459,572
1910	332	3,320	1921	19,529	795,699
1911	460	6,397	1922	14,249	577,699
1912	...	...	1923	20,364	626,880
1913	290	5,224	1924	26,141	603,423
1914	487	8,612	1925	34,349	766,381
1915	2,010	32,190			
1916	6,157	99,059	Total	171,453	4,761,544
1917	9,562	189,890			

Ton—2,000 lbs.

1. Figures published by Rhodesia Chamber of Mines.
2. During these nineteen years the total production of copper in Rhodesia was out 35,850 tons, valued at £2,761,892.

Union of South Africa[3]

	July Tons (2,000 lbs.)	1926 Value
Transvaal	773	£10,645
Cape	300	6,186
	1,073	£16,831
July 1925	839	10,887

Cyprus[4]

Production in Cyprus during September 1926 was 890 tons (2240 lbs.).

3. Figures published by Dept. of Mines and Industries for U. of S. Africa.
4. Figures supplied by Cyprus Asbestos Company.

Experts say that slow moving vehicles cause more traffic congestion than fast moving ones. Tell that to the Judge next time.

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BRAIDED AND WOVEN TAPES
BRAIDED TUBINGS
WOVEN SHEET PACKINGS
WOVEN BRAKE LININGS
GLOVES, MITTENS, LEGGINS
GASKETS, SEAMLESS AND JOINTED
PACKINGS, STEM AND HIGH PRESSURE
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NEWS OF THE INDUSTRY

Birthdays. Our congratulations and best wishes are extended to the following gentlemen on the occasion of their birthdays: Richard V. Mattison, M. D., President, Keasbey & Mattison Company, Ambler, Pa., whose birthday date is November 17th; F. R. Anderson, Vice President and Treasurer, Sall Mountain Company, Chicago, Ill., November 24th; S. J. Gillies, Asst. Sec'y. and Mgr. Marine Sales, Plant Rubber and Asbestos Works, San Francisco, Calif., November 26th; John W. Latchum, President, American Insulation Co., Philadelphia, Pa., November 28th; S. P. Moffit, Sales Manager, American Insulation Co., Philadelphia, Pa., November 29th; C. A. Wright, V. P. & Mgr. Asb. Dept., Plant Rubber & Asbestos Works, San Francisco, Calif., December 4th; R. W. Potter, President, H. F. Watson Co., Erie, Pa., December 5th.

The Asbestos Slate & Sheet Manufacturing Co., Ltd., Corner York and Wynyard Streets, Sydney, Australia, is purchasing the Trading Departments of the Building Section of James Hardie & Co., Ltd., which latter firm has been in existence since about 1898, being the pioneers of Asbestos Sheeting in Australia.

The Asbestos Slate & Sheet Manufacturing Co., Ltd., was founded in 1917. It has passed resolution to change its name to James Hardie & Co., Ltd., and is awaiting notification from the Registrar of Joint Stock Companies that the change of name has been agreed to.

"Asbestine at Rechnitz, Austria" is the title of an article appearing in the October 1st issue of the Canadian Mining Journal. The article is written by Hugh S. Spence.

The Asbestos Mining & Manufacturing Company of Hollywood, Ga., which was incorporated in 1922, and financed by Abb. Landis of Nashville, Tenn., on November 2nd will be taken over by Mr. Landis, he on that date becoming sole and individual owner of the property. Mr. Landis expects to continue to trade under the name "The Asbestos Mining & Manufacturing Company."

Theatre Curtains. Announcement was made in September "ASBESTOS" of recent tests on theatre curtains, conducted by the Bureau of Standards, Washington, D. C. We are now advised by the Bureau of Standards that the tests were strength tests of asbestos cloth at various temperatures and the results of the tests will not be published until the publication of results of fire tests of assembled curtains, as the tests on cloth were made auxiliary to the larger tests. This office will receive copies of results of tests upon publication.

Porcupine Asbestos Corporation. According to Canadian news notices, the Porcupine Asbestos property in Deloro Township,

near Timmins, Ontario, has been abandoned by its operators and no further work will be done on the property. Orders have been received by S. W. Gardiner, in charge of the mining contract, to close down the plant and remove the machinery. The property was formerly owned by Dr. E. D. O. Bowman and associates.

M. L. Vardhamaniah, who was interested in the Asbestos Industry in India, and has subscribed to "ASBESTOS" for a number of years, passed away during the latter part of August. Mr. Vardhamaniah was located at Doddapetta, Mysore, India.

"Asbestile" Societe Anonyme, announce that they have resumed the manufacture of asbestos cement shingles and lumbers and will be pleased to receive correspondence from American buyers.

Oliver Bowles, of the Bureau of Mines, Department of Commerce, is the author of a brochure on "Asbestos," just published. Mr. Bowles covers the subject very thoroly, commenting briefly on composition and properties, uses, grades, sources of supply, market conditions, world production, imports and exports, and giving various tables of production and imports.

Recent changes in the personnel of your organization, or in the titles of your officials, should be reported to this office, for publication in "ASBESTOS."

Hudson Asbestos Mining & Development Company, formerly located at 57 Murray Street, New York City, has moved its offices to Garwood, N. J. This company owns the asbestos deposit near Thurman, in the Adirondacks.

Hon. Philippe Paradis, President, Asbestos Manufacturing Company, Limited, of Lachine, P. Q., Canada, sailed on Friday, October 22nd, to Europe on a six weeks combined health and business trip.

Forrest Dresser, formerly Manager of the Cleveland Branch of Johns-Manville, Inc., died on October 20th, in California.

Mr. Dresser had retired from business some years ago on account of failing health. He was well known in the asbestos trade.

E. Schaaf-Regelman, left on October 28th, for a trip thru the West, his principal destinations being Globe, Ariz., and Los Angeles,, Calif.

Richard V. Mattison, M. D., and Mrs. Mattison, returned from Europe on the "Columbus", arriving in New York on the morning of October 22nd. Dr. Mattison spent almost all of his time in Germany, revisiting familiar spots, such as going up the Rhine from Coblenz, down to Nurembourg, Munich, etc., and the Alps. The Doctor reports having had a very pleasant trip.

Theatre Curtains. A compilation is being made at this office of the requirements of the various States for theatre curtains. Anyone interested may have a copy of this compilation for the asking. A brief resume of the data will be published in December.

ASBESTOS

Hilton Bros. Limited, of Winnipeg, Canada, have just moved into their new plant at 680-698 Wall Street, Winnipeg, which was built at a cost of $100,000. The building is one story, with a floor space of 1 acre. Trackage and loading platform capable of accommodating five cars is a convenient feature.

Hilton Bros. Limited are engaged in two distinct lines of manufacture, viz; asbestos insulation, and corrugated shipping containers. The new building, which is modern in every respect was made necessary because of the rapid growth of the business.

Speaking of insulating oil burning furnaces, the President of a large insulation manufacturing concern, a few weeks ago suggested to his sales manager that the salesmen devote more or less time and effort to the selling of insulation for oil burning apparatus. One of the salesmen, in getting started, asked permission to go to the President's home and examine the oil burner which had been installed there several months previously. Permission was readily granted, but it was a very much surprised salesman who reported back to the sales manager that not one scrap of insulation could he find on the oil burning apparatus.

This is a true story, but we will let our readers guess the identity of its characters.

I. F. Packard, and Frank F. Davis, on January 1st, 1927, will take over the Pacific Coast Representation of the Keasbey & Mattison Company, Automotive Division, working in the States of Washington, Oregon, California, Arizona, Idaho, Nevada and Utah. They will carry a complete stock of the entire automotive line.

Mr. Packard has had charge of the Automotive Division of the Keasbey & Mattison Company for the past four years, and Mr. Davis had been in charge of the Auditing and Statistical Department of the same company for seven years.

The Pacific Coast address of this new firm will be published later.

The Asbestos Shingle, Slate & Sheathing Company, on or about December 1, will move into new office quarters at 1001-2-3-4 Liberty Trust Building, Broad & Arch Street, Philadelphia. They were formerly located at 2013 Market Street.

Effective January 1 the Company will discontinue its Philadelphia warehouse and application department and thereafter will operate purely as a sales office. The change has been made in order to give local users 100% co-operation, requests for applications should be referred to local approved roofers.

PATENTS

Gasket. No. 1,600,386. Granted on September 21st, to Claude B. Bailey, Wyandotte, Mich., assignor to McCord Radiator and Mfg. Company, Detroit, Mich. Filed June 29, 1925. Serial No. 40,177.

Described as a cylinder head gasket, having a body of a single layer of sheet metal and having a plurality of port holes

therein, asbestos or like rings about said port holes on one side of said body and flanges turned outward from the metal of the body at said portholes and extending thru said rings, said flanges having their outer marginal portions bent against the rings for holding the same against said body.

STATEMENT OF THE OWNERSHIP, MANAGEMENT, CIRCULATION, ETC., REQUIRED BY THE ACT OF CONGRESS OF AUGUST 24, 1912,

Of "Asbestos" published monthly
(Name of publication.) (Frequency of issue.)
at Philadelphia, Pa., for October 1, 1926
(Place of publication.) (Date of this statement.)

State of Pennsylvania,
County of Philadelphia, ss.

Before me, a Notary Public in and for the State and county aforesaid, personally appeared A. S. Ponsler, who, having been duly sworn according to law, deposes and says that he is the Editor of the Journal "Asbestos"
(State whether editor, publisher, business manager, or owner.) (Name of publication.)
and that the following is, to the best of his knowledge and belief, a true statement of the ownership, management (and if a daily paper, the circulation), etc., of the aforesaid publication for the date shown in the above caption, required by the Act of August 24, 1912, embodied in section 443, Postal Laws and Regulations, printed on the reverse of this form, to wit:

1. That the names and addresses of the publisher, editor, managing editor, and business managers are:

	Name of	Post office address
Publisher	Secretarial Service	1701 Walter Bldg. Phila, Pa
Editor	A. S. Ponsler	Blue Bell, Pa
Managing Editor	A. S. Ponsler	" " "
Business Manager	A. S. Ponsler	" " "

(If none, so state.)

2. That the owners are: (Give names and addresses of individual owners, or, if a corporation, give its name and the names and addresses of stockholders owning or holding 1 per cent or more of the total amount of stock.)

Secretarial Service company, Blue Bell Pa
A. S. Ponsler 1134 S. 62nd St. Phila,
E. C. Cox

3. That the known bondholders, mortgagees, and other security holders owning or holding 1 per cent or more of total amount of bonds, mortgages, or other securities are: (If there are none, so state.)

None

4. That the two paragraphs next above, giving the names of the owners, stockholders, and security holders, if any, contain not only the list of stockholders and security holders as they appear upon the books of the company but also, in cases where the stockholder or security holder appears upon the books of the company as trustee or in any other fiduciary relation, the name of the person or corporation for whom such trustee is acting, is given; also that the said two paragraphs contain statements embracing affiant's full knowledge and belief as to the circumstances and conditions under which stockholders and security holders who do not appear upon the books of the company as trustees, hold stock and securities in a capacity other than that of a bona fide owner; and this affiant has no reason to believe that any other person, association, or corporation has any interest direct or indirect in the said stock, bonds, or other securities than as so stated by him.

5. That the average number of copies of each issue of this publication sold or distributed, through the mails or otherwise, to paid subscribers during the six months preceding the date shown above is... (This information is required from daily publications only.)

A. S. Ponsler
(Signature of editor, publisher, business manager, or owner.)

Sworn to and subscribed before me this 22nd day of September 1926

[SEAL.]

Jean-Baptiste Petit
(My commission expires March 2, 1929.)

Form 3526.—Feb. 1916.

Note.—This statement must be made in duplicate and both copies delivered by the publisher to the postmaster, who shall send one copy to the Third Assistant Postmaster General (Division of Classification, Washington, D. C., and retain the other at the office of the post office. The publisher must publish a copy of this statement in the second issue printed next after its filing.

Asbestos Prepared Roofing

3 Ply White Seal Asbestos Roofing
4 Ply White Seal Asbestos Roofing
4 Ply Fire Chief Asbestos Roofing, Burlap Center
3 Ply Black Seal Asbestos Roofing
4 Ply Black Seal Asbestos Roofing

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